

21 AUG 1963

Honorable Cyrus R. Vance
Deputy Secretary of Defense
Department of Defense
Washington, D. C.

Dear Mr. Vance:

In accordance with your suggestion to the Director, we have explored the possibility of using an OXCART vehicle in speed trials to break the world's speed record. We have made this study with the understanding that we should protect the covert aspects of the OXCART project as well as maintaining security of the sensitive characteristics of this type aircraft.

In examining what has to be done in order to establish a world speed record, we have found that the requirements for certifying such a record are as follows:

a. The speed trials must be conducted by the Federation Aeronautique Internationale (FAI) (in Paris), working through the U. S. National Aeronautic Association (NAA).

b. It is possible (more likely probable) that foreign nationals would insist on taking part in such a test.

c. The FAI/NAA representatives must:

1. Inspect the aircraft on behalf of the FAI and report to them.

2. Certify the takeoff and landing.

3. Validate the photo panel and/or barograph installation used for test purposes.

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4. Certify positive radar and optical tracking during the test runs.

In view of the foregoing, there appears little likelihood of our protecting the security of OXCART as an operational vehicle.

Other factors which have a bearing on this problem are as follows:

a. OXCART #121 is the only vehicle that has been operating at the high speeds required for a world's speed record.

b. Using OXCART #121 for the speed trials would eliminate that vehicle from our flight test program for an estimated three or four weeks, which would represent ten to twelve lost flight tests.

early November, we conclude that it would not be wise to attempt to use an OXCART vehicle for world speed trials at this time.

Signature recommended:

Faithfully yours,

DD/S&T

Distribution:

1&2 - Addressee

3 - DCI

4 - DDCI

5 - Exec. Reg.

6 - AD/OSA

7,8,9 - DD/S&T Reg. DDCI/MSCarter/bb

Marshall S. Carter
Lieutenant General, USA
Acting Director

SENDER WILL CHECK CLASSIFICATION TOP AND BOTTOM

UNCLASSIFIED	CONFIDENTIAL	SECRET
CENTRAL INTELLIGENCE AGENCY OFFICIAL ROUTING SLIP		

TO	NAME AND ADDRESS	DATE	INITIALS
1	AD/OSA AF ACTION 22 AUG 64		<i>[Signature]</i>
2	DD/S&T		
3			
4			
5			
6			

ACTION	DIRECT REPLY	PREPARE REPLY
APPROVAL	DISPATCH	RECOMMENDATION
COMMENT	FILE	RETURN
CONCURRENCE	INFORMATION	SIGNATURE

Remarks:

As you will see on the attached note, General Carter would like to have the attached draft cleared with "Ledford and/or Cunningham and Wheelon" and typed in final form for his signature by Monday noon.

[Signature: Ledford] *[Signature: Cunningham]*

FOLD HERE TO RETURN TO SENDER	
FROM: NAME, ADDRESS AND PHONE NO.	DATE
O/DDCI	22 Aug 64

DRAFT: MSC:bec -- 22 August 1964

Honorable Cyrus R. Vance
Deputy Secretary of Defense
Department of Defense
Washington, D. C.

*Clear with Ledford,
and/or Cunningham + Wrecker,
+ type final for my
signature by
Monday noon -*

Dear Mr: Vance:

In accordance with your suggestion to the Director, we have explored the possibility of using ^{an} OXCART ^{vehicle} ~~#121~~ in speed trials to break the world's speed record. We have made this study with the understanding that we should protect the covert aspects of the OXCART project as well as maintaining security of the sensitive characteristics of this type aircraft.

In examining what has to be done in order to establish a world speed record, we have found that the requirements for certifying such a record are as follows:

- a. The speed trials must be conducted by the Federation Aeronautique Internationale (FAI ~~(in Paris)~~), working through the U. S. National Aeronautic Association (NAA).
- b. It is possible (more likely probable) that foreign nationals would insist on taking part in such a test.
- c. The FAI/NAA representatives must:
 1. Inspect the aircraft on behalf of the FAI and report to them.
 2. Certify the takeoff and landing.

3. Validate the photo panel and/or barograph installation used for test purposes.

4. Certify positive radar and optical tracking during the test runs.

In view of the foregoing, there appears little likelihood of our protecting the security of OXCART as an operation^l vehicle.

Other factors which have a bearing on this problem are as follows:

b. ^{USING} Taking OXCART #121 out of our ~~flight test program~~ for the speed trials would eliminate that vehicle from our flight test program for an estimated three or four weeks, which would represent ten to twelve lost flight tests.

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conclude that it would not be wise to attempt to use OXCART #12

for world speed trials *at this time. of [unclear] [unclear] [unclear]*
at the [unclear]

Faithfully yours,

Marshall S. Carter
Lieutenant General, USA

Acting Director

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